

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,673 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Special Excursions leaving Hongkong at 9.30 A.M. on Sunday, the 5th, and Monday, the 6th August.
 Also a second departure on Monday at 7 P.M. for Macao.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.
 On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).
 There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 338 tons, Captain J. Wilcox.
 "NANNING," 269 " " " C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahang, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Tai, Lu-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 7 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak-Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

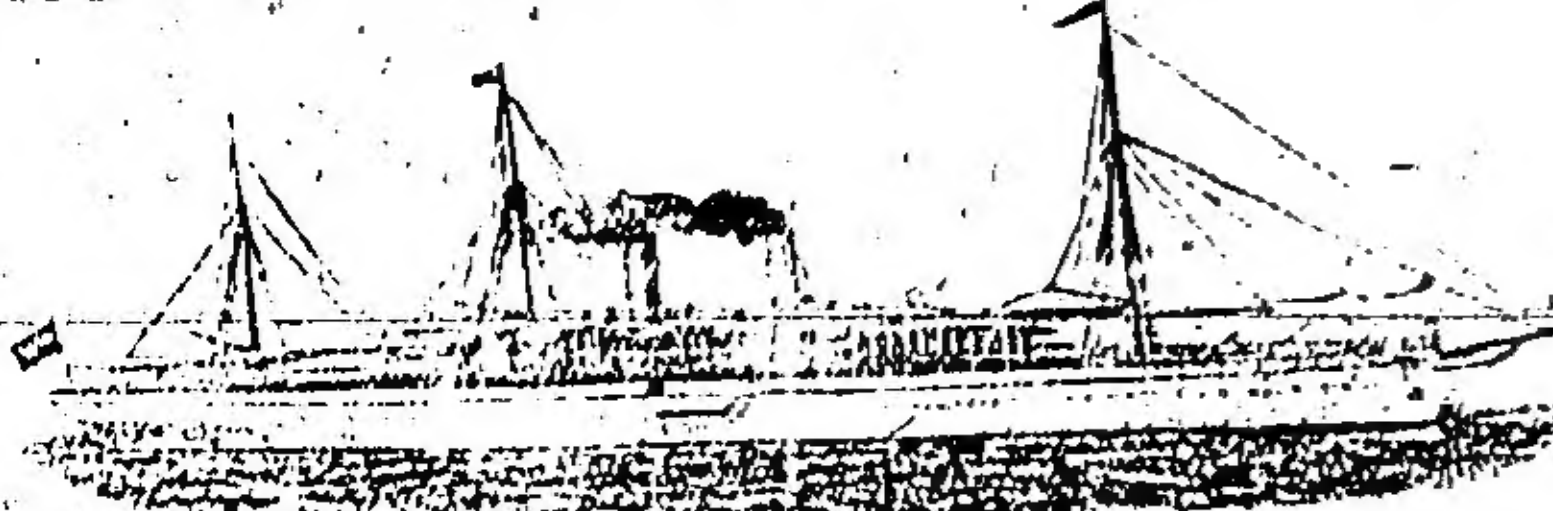
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

P.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	5,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	WEDNESDAY, October 17	November 7

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence, via New York \$62.
 Hongkong to London, Intermediate or 2nd Class, via New York \$42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, Acting General Agent, Corner Padder Street and Praya, opposite Blake Pier. (13)

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M. and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—30 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,509 tons, Captain T. R. MEAD.
 "KWONG TUNG," 1,238 " " " E. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 P.M. every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals—30 cents each trip.

Also

Excursions to MACAO every SATURDAY, at 4 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth \$2.00
 return \$1 3.00
 2nd Class single \$0.80, return 1.50
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 20th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONSHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOFHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,364	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$31.00	\$21.00	\$15.00
TO MELBOURNE	\$34.10	\$24.10	\$16.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	66. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

STEAMERS

ABOUT

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 20th August.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 20th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

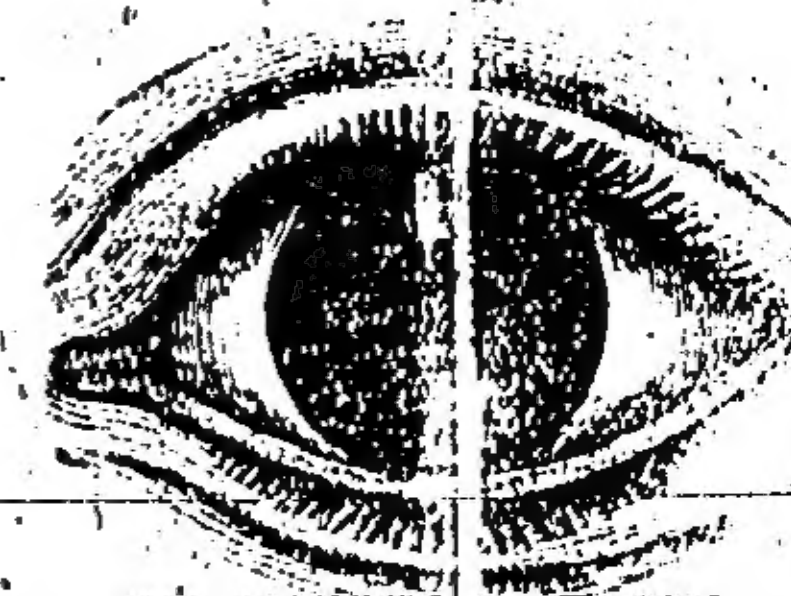
Is Self-acting. Always ready for immediate use. Destroys all smoke. Requires only one hand to hold. Can be used by anyone, even lady. Weight only 18 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

"MINIMAX"

Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports: THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 34 DAYS. THE steamers sail from HONGKONG to SA-AMHUI, SHUHHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA	First half August	JAPAN VIA SHANGHAI	First half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August
TJIMAH	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 30th July, 1906

Intimations.

W.M. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.
Indian, Chinese and
Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]
THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 19th July, 1906. [749]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [784]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be closed from SATURDAY, the fourth to the eighteenth day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906. [785]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be closed from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th July, 1906. [779]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON AND BEEF, at Moderate Prices.
Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906. [561]

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1906. [61]

Notice of Firm.

NOTICE.

MR. A. D. BARRETTO, having left our employ, ceases to Sign our firm Per Procuration from this date.
J. J. J. & Co.
Hongkong, 31st July, 1906. [787]

To Let.

TO LET.—FURNISHED.
FROM 1ST OCTOBER TO 30TH APRIL NEXT.
"THE NEUK," MOUNT KELLET, PEAK, a 6-Room Bungalow, Tennis Court and Garden.
Apply by letter only to—
HO TUNG,
"Idlewild,"
Seymour Road.
Hongkong, 31st July, 1906. [786]

TO LET.
NO. 1, ANTRIM VILLAS, Des Vaux Road, KOWLOON.
(on the sea front).
A Five-roomed House with a Large Square Hall.
Apply to—
HUGHES & HUGH,
8, Des Vaux Road Central.
Hongkong, 28th July, 1906. [777]

TO LET.
A HOUSE IN KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [789]

TO LET.
GODOWN, No. 9, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th July, 1906. [781]

TO LET.
SHAMEN, CANTON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [793]

TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [793]

TO LET.
"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES IN KING'S BUILDING and YORK BUILDING.
GODOWNS ON PRATA EAST.
A HOUSE IN CLIFTON GARDENS, Conduit Road.
A HOUSE IN RIFON TERRACE.
FLATS IN MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1906. [71]

TO LET.
HOUSES IN MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.
EUROPEAN FLATS IN "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.
GODOWN, No. 9, "WILD DELL" BUILDINGS.
Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906. [767]

TO LET.
TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
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JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.
HOTEL MANSIONS.
ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
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THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.
NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Vyndham Street.
Hongkong, 2nd July, 1906. [604]

For Sale.

FOR SALE.
WELSBACH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS APC LAMPS.
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 1st August, 1906. [50]

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

HONGKONG GENERAL CHAMBER OF COMMERCE.

[Continued from page 5.]

3. Mr. Boulton's report was forwarded to the Secretary of State on the 26th October, 1904, with the request that the observations of the Consulting Engineers, Messrs. Coode, Son & Matthews, should be obtained with regard to it and that the Admiralty should be approached with a view to reconsidering the decision they had arrived at the end of 1902, not to contribute towards a re-survey of the harbour.

4. On the 28th July, 1905, the Secretary of State, transmitting a report by the Consulting Engineers who had satisfied themselves by conferences at the Admiralty that it was impracticable to utilize as a reliable basis of comparison the soundings taken before 1886 as shown on the earlier charts and were of opinion that the soundings of 1841 should be eliminated in all future comparisons as to the former depths which existed within the harbour. In view of the survey of the most important portion of the harbour having been made 16 years ago they recommended that it should be re-surveyed, that the results of the new survey should be compared with the charts published since 1886 and the extent of the changes which had occurred in the interval thus determined. They estimated the cost of the proposed survey at £10,000, and that it would take eighteen months to two years to complete and they recommended that the whole question of dredging should remain in abeyance until the information which would be furnished by the new survey was available.

5. At the same time as he forwarded Messrs. Coode, Son & Matthews' report, Mr. Lytton stated that the Lords Commissioners of the Admiralty were not prepared to contribute towards the cost of a new survey.

6. The Consulting Engineer's report was referred to Mr. Boulton who on further evidence having become available as to the datum used in the preparation of the 1841 chart, seriously considered the question of the soundings shown on it from future consideration of the subject. He reverted to the opinion he had held before an examination of the 1841 chart that the extent of shoaling in the harbour since the establishment of the Colony had been very small. The comparison of soundings of Hong Kong Bay that, since the submission of his original report, had been taken by the Colonial Government in January, 1905, by Commander J. D'Arcy, R.N., with the soundings of 1887 had indeed shown a deepening in this small part of the harbour.

Mr. Boulton thought a complete survey unnecessary at the present time but recommended that careful test sections should, when opportunity offered, be taken on certain lines suggested by him.

7. By the courtesy of the Commander-in-Chief, China Station, Commander R. W. Glennie, R.N., of H.M.S. "Waterwitch," was permitted to do this work in February and March of the current year.

8. I am directed to transmit for your information copies of Admiralty Charts Nos. 1459 and 1480 on which are indicated the lines on which the test sections were taken and a sheet of these sections on which the difference in level of the sea-bed according to that of March 1906 are shown exaggerated 25 times as compared with the horizontal scale. These sections show very little change in the sea-bed to have taken place in the interval between the two surveys. There had been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over the whole.

It is clear therefore that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it. I have &c.,
(Sgd.) T. J. B. COMBIE SMITH,
Colonial Secretary.

Secretary, Chamber of Commerce.
The Chairman said the report was much more satisfactory than had been anticipated and the question of dredging to provide an extension of mooring space was one which could be left over for the present.

PRICE GOODS TRADE. LATE DELIVERY OF GOODS BY MANUFACTURERS.

The following report from the Sub-Committee appointed at the last meeting to deal with this question was read—

Hongkong, 10th July, 1906.
Sir.—We, the Sub-Committee appointed by the Chamber of Commerce, have considered the letter from the Liverpool Chamber of Commerce dated 9th April, 1906, asking the opinion of the Hongkong Chamber with regard to the following proposal—

CHINA: LATE DELIVERY OF GOODS BY MANUFACTURERS.
"At the present time the Law here does not admit of any compensation for goods late against contract, but we understand that some merchants in Manchester are taking this matter up, as under present conditions the temptations are open to unscrupulous manufacturers and others to delay goods in order to sell to advantage to others on a rising market. We are informed that it is proposed that one month's grace should be allowed, but if over one month a penalty of 5% ad valorem should be exacted. We think if the Hongkong, Manchester, Liverpool and Bradford Chambers would come to some decision on this point it might be possible to institute the clause we have mentioned."

We have further considered the replies of local piece goods merchants to the Chamber of Commerce's circular letter of 8th ultimo embodying the above proposed clause for insertion in piece goods contracts and unanimously come to the conclusion that the following clause would be best suitable to local conditions—

"Manufacturers to be allowed 14 days' grace, after which period the buyer to have the option of cancelling the goods or of taking them with a penalty of 5% ad valorem for the first month, a part of a month and 2½% additional for each succeeding month or part of a month of the extension agreed upon between the manufacturer and buyer. Should a further extension be required by the manufacturer, beyond the period already agreed upon, the buyer to again have the option of cancelling the goods or taking them with a penalty of 2½% for each month or part of a month of the further period."

This substituted clause was notified to local piece goods merchants in a circular letter of 4th instant and we have now pleasure in reporting that from the replies received it is apparent that the great majority of merchants are agreeable to the clause suggested by us and that few have any other opinions to offer.

Under the circumstances the Committee of the Chamber of Commerce can be satisfied that in forwarding the new clause agreed upon they are voicing the opinion of the local piece goods market. We have &c.,
(Sgd.) A. BROOKE SMITH (Jardine, Matheson & Co.),
G. ENGEL (Wm. Meyerink & Co.),
D. K. MOSS (Alex. Ross & Co.),
S. H. DUTTON (S. J. David & Co.),
It was decided to accept the report and forward same to the Liverpool Chamber of Commerce.

Intimations.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWICHES.
PURÉE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROASKE AND BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
Hongkong, 11st July, 1906. [61]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

THE NEW THERAPY REMEDY
TRADE MARK
This successful and highly popular remedy, used in the Continental Hospitals by Kewer, Rosan, Joubert, Velpau and others, cures all the diseases to be sought by medicine of the kind, and restores everything hitherto considered incurable.

THERAPION No. 1 is a remedy for all the diseases of the urinary system, such as gonorrhoea, urethritis, cystitis, prostatitis, etc. It is a powerful diuretic, and its action is to cleanse the urinary tract, and to restore the normal function of the kidneys. It is a most valuable remedy for all the diseases of the urinary system, and is highly recommended by the medical profession.

THERAPION No. 2 is a remedy for all the diseases of the respiratory system, such as bronchitis, asthma, etc. It is a powerful expectorant, and its action is to loosen the phlegm, and to restore the normal function of the lungs. It is a most valuable remedy for all the diseases of the respiratory system, and is highly recommended by the medical profession.

THERAPION No. 3 is a remedy for all the diseases of the nervous system, such as neuritis, neuralgia, etc. It is a powerful sedative, and its action is to calm the nerves, and to restore the normal function of the brain. It is a most valuable remedy for all the diseases of the nervous system, and is highly recommended by the medical profession.

THERAPION No. 4 is a remedy for all the diseases of the digestive system, such as indigestion, dyspepsia, etc. It is a powerful stomachic, and its action is to stimulate the appetite, and to restore the normal function of the stomach. It is a most valuable remedy for all the diseases of the digestive system, and is highly recommended by the medical profession.

THERAPION No. 5 is a remedy for all the diseases of the circulatory system, such as anæmia, leucæmia, etc. It is a powerful tonic, and its action is to increase the vitality of the blood, and to restore the normal function of the heart. It is a most valuable remedy for all the diseases of the circulatory system, and is highly recommended by the medical profession.

THERAPION No. 6 is a remedy for all the diseases of the reproductive system, such as gonorrhoea, syphilis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the reproductive organs. It is a most valuable remedy for all the diseases of the reproductive system, and is highly recommended by the medical profession.

THERAPION No. 7 is a remedy for all the diseases of the skin, such as eczema, psoriasis, etc. It is a powerful antipruritic, and its action is to relieve the itching, and to restore the normal function of the skin. It is a most valuable remedy for all the diseases of the skin, and is highly recommended by the medical profession.

THERAPION No. 8 is a remedy for all the diseases of the eyes, such as conjunctivitis, keratitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the eyes. It is a most valuable remedy for all the diseases of the eyes, and is highly recommended by the medical profession.

THERAPION No. 9 is a remedy for all the diseases of the ears, such as otitis media, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the ears. It is a most valuable remedy for all the diseases of the ears, and is highly recommended by the medical profession.

THERAPION No. 10 is a remedy for all the diseases of the nose, such as rhinitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the nose. It is a most valuable remedy for all the diseases of the nose, and is highly recommended by the medical profession.

THERAPION No. 11 is a remedy for all the diseases of the throat, such as tonsillitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the throat. It is a most valuable remedy for all the diseases of the throat, and is highly recommended by the medical profession.

THERAPION No. 12 is a remedy for all the diseases of the lungs, such as pneumonia, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the lungs. It is a most valuable remedy for all the diseases of the lungs, and is highly recommended by the medical profession.

THERAPION No. 13 is a remedy for all the diseases of the liver, such as hepatitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the liver. It is a most valuable remedy for all the diseases of the liver, and is highly recommended by the medical profession.

THERAPION No. 14 is a remedy for all the diseases of the spleen, such as splenitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the spleen. It is a most valuable remedy for all the diseases of the spleen, and is highly recommended by the medical profession.

THERAPION No. 15 is a remedy for all the diseases of the pancreas, such as pancreatitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the pancreas. It is a most valuable remedy for all the diseases of the pancreas, and is highly recommended by the medical profession.

THERAPION No. 16 is a remedy for all the diseases of the gallbladder, such as cholecystitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the gallbladder. It is a most valuable remedy for all the diseases of the gallbladder, and is highly recommended by the medical profession.

THERAPION No. 17 is a remedy for all the diseases of the intestines, such as enteritis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the intestines. It is a most valuable remedy for all the diseases of the intestines, and is highly recommended by the medical profession.

THERAPION No. 18 is a remedy for all the diseases of the stomach, such as gastritis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the stomach. It is a most valuable remedy for all the diseases of the stomach, and is highly recommended by the medical profession.

THERAPION No. 19 is a remedy for all the diseases of the bladder, such as cystitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the bladder. It is a most valuable remedy for all the diseases of the bladder, and is highly recommended by the medical profession.

THERAPION No. 20 is a remedy for all the diseases of the prostate gland, such as prostatitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the prostate gland. It is a most valuable remedy for all the diseases of the prostate gland, and is highly recommended by the medical profession.

THERAPION No. 21 is a remedy for all the diseases of the testicles, such as orchitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the testicles. It is a most valuable remedy for all the diseases of the testicles, and is highly recommended by the medical profession.

THERAPION No. 22 is a remedy for all the diseases of the uterus, such as endometritis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the uterus. It is a most valuable remedy for all the diseases of the uterus, and is highly recommended by the medical profession.

THERAPION No. 23 is a remedy for all the diseases of the ovaries, such as oophoritis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the ovaries. It is a most valuable remedy for all the diseases of the ovaries, and is highly recommended by the medical profession.

THERAPION No. 24 is a remedy for all the diseases of the vagina, such as vaginitis, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the vagina. It is a most valuable remedy for all the diseases of the vagina, and is highly recommended by the medical profession.

THERAPION No. 25 is a remedy for all the diseases of the female genital system, such as leucorrhœa, etc. It is a powerful antiseptic, and its action is to destroy the germs, and to restore the normal function of the female genital system. It is a most valuable remedy for all the diseases of the female genital system, and is highly recommended by the medical profession.

Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1933, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

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Hongkong, 11th July, 1906. [720]

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Hongkong, 7th March, 1905. [51]

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SUPPLY CO.



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Intimations.

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COGNAC BRANDY.

- A. OLD PALE \$20.00
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- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

NOTICE.

Any communication intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Shing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 26th July, at Shanghai, the wife of WILLIAM YOUNG, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 1, 1906.

HONGKONG HARBOUR.

In view of the fact that the importance of Hongkong largely depends upon the shipping which enters the port and makes this Colony the distributing centre for South China, anything which affects the facilities afforded to vessels arriving here must be of interest to the community in general. For some time there has been an uneasy feeling in shipping circles that as a consequence of the strong currents in certain portions of the harbour there has been a silting-up in the entrance waterways, which may in time seriously interfere with the passage of the great liners now plying between Europe and the Far East. Commander R. W. Glennie, R.N., of H.M.S. *Waterwitch*, by permission of the Commander-in-Chief, took soundings of various sections of the harbour last year with the object of comparing the depths found with those recorded in 1887. In a letter dated 27th July last, from the Colonial Secretary to the Chamber of Commerce, it was stated that: "These sections show very little change in the seabed to have taken place in the interval between the two surveys. There has been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over Kellett's Bank. So far as it goes that is quite satisfactory, but the paragraph which follows is

entitled to some consideration. The Colonial Secretary wrote: "It is clear, therefore, that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it." In other words, while it seems evident that the silting-up of the harbour is a negligible quantity there is reason to believe that the increased tonnage of vessels calling at Hongkong will necessitate the adoption in the very near future of an extensive scheme of dredging at the gateways to the harbour if the vessels of the P. and O. Company, N. D. L., and the American lines are to be piloted into the port without danger of striking a mudbank. The Chairman of the Committee which considered the Colonial Secretary's communication expressed the opinion that the report was much more satisfactory than had been anticipated, "and the question of dredging to provide an extension of mooring space was one which could be left over for the present." The report may be satisfactory in a measure, but the hint that specified sections of the harbour are likely to become too shallow for vessels of larger draught is worthy of attention. Anything that is calculated to impede the shipping traffic is of far too much moment to be relegated to the limbo of the forgotten, and the slightest hint regarding the probable requirements of the port cannot be neglected. It is all very well to say that the question of mooring space can be left over for the present, but it has to be faced, and the sooner a start is made the better it will be for the Colony. Hongkong is fortunate in having a natural harbour which so far has sufficed for the needs of the mercantile marine fleet. But there has been a marked change in the conditions which existed twenty years ago and obtain to-day. Then, a vessel of 8,000 tons was considered a leviathan in Hongkong harbour, but within the space of a few years there has been a marvellous development in the size of the steamers touching at Hongkong. Each of the great passenger lines has at length realised that the trade of the Far East is worth cultivating, and that the days when second-rate vessels and worn-out tramps were considered quite good enough for ports beyond Ceylon have passed. Only the other day we noted the arrival of the luxuriously-appointed *Admiral* of the P. and O. Company's fleet, while last week the N. D. L. liner *Prinz Eitel Friedrich* accomplished the journey from Singapore to Hongkong in three hours less than the *Admiral*, which may be described as record time. Once, and that not a decade ago, the voyage between the ports was estimated to occupy anything between five and seven days, but now means change tout ça. The Pacific is the new racing track of the oceans, and half-a-dozen lines are daily fighting for the lead as regards speed and comfort. For the vessels trading on the Pacific, Hongkong is the terminus at this end and it is a strange day when the harbour is devoid of craft of the larger growth. Every year sees the construction of huge floating palaces of steel; shipping companies are discarding their ships of small tonnage in favour of vessels of great capacity and, consequently, great displacement. It therefore behoves the legislators of the Colony to make every provision for the shipping interests on which so much depends. If it be the fact that the harbour may have to be deepened in order to allow vessels of excessive draught to enter with safety then the matter should be taken up at once, otherwise the future of Hongkong as a port may be jeopardised. Singapore has adopted a costly scheme of harbour improvements—whether with or without the consent of the residents is beside the question. The authorities at Manila have only one object in view, to build up the shipping interests of the port, and, if possible, to wrest from this Colony her supremacy in the Pacific trade. We cannot afford to shelve the question of dredging the harbour for the accommodation of vessels of high tonnage, for it involves the prosperity of the Hongkong and Whampoa Dock Company and practically all the industries of the Colony. It is to be hoped, in these circumstances, that while the Chamber of Commerce may consider the Colonial Secretary's report "more satisfactory than had been anticipated," the suggestion that it may be necessary to proceed with extensive dredging operations will not be pigeon-holed. Those who are inclined to cry "Moiwana, moiwana" or even "Festina lente" should have no place in the councils of the Chamber of Commerce or any other body which presumes to be an informally constituted adviser of the Government, when a question vitally affecting the well-being of the Colony is under consideration.

Ng Ka, scavenging coolie, 28, Bridges Street, appeared before Mr. H. H. J. Gompertz, at the Magistracy this morning, on a charge of depositing rubbish on Magazine Gap Road, early this morning. Accused said he left the rubbish near the side-channel to return for it later. His Worship asked him to pay a fine of \$10.

YOUNG CHINA.

China's regeneration has arrived "at the double," to use a military term. As everybody knows the Chinese taste for Western luxuries has been educated until to-day the old-time delicacies of native fare are only spread on the table for the benefit of unsophisticated foreigners. At least, there is a suspicion held by a good many worthy people that the famous *plata* which are supposed to be peculiarly Chinese, such as sharks' fins, and birds' nests are spread out only in compliance to the guest, so that he may return to his native land and brag about his acquaintance with all the culinary devices of the Chinese kitchen. But when we commented the other day on the commercial importance of China as a consumer of European products we had in mind, Chinese of the travelled and cultured class, men of standing and substance, whose association with foreigners had led them to understand the appreciation in which the latter hold certain luxuries. True, reference was made to the wants of the peasantry, but these were only supposed to be in the way of cotton stuffs and articles of attire generally. It is usually found that as a race emerges from its barbaric state it begins by recognising its nakedness and forthwith proceeds to attire itself in all the hues of the rainbow, until it eventually reaches that dizzy height attained by a few "bloodes," "sparks," "Corinthians," or whatever they may be called, whose habitat is the region of Bond Street. It was not suggested that the 'hoi-polloi' would very materially affect the important trade of China, simply because it was not believed they had yet reached that standard of enlightenment which demands sweetmeats as its due and luxuries as its right. Of course we have been confounded, and in the most signal fashion. An urchin of the gutter type was hauled before one of the Magistrates to-day charged with stealing, or attempting to steal, a freezer. Surely that is a "clear indication" that young China is advancing. Luxury, pure luxury, was the motive of the street Arab's misdemeanour, at any rate, let us hope so. In this hot weather, he yearned for the delights of what used to be known as hockey-pokey, although we are far above slang nowadays. He saw the freezer standing neglected, idle, forgotten; and believing that everything is made for a purpose, and convinced that his purpose in life was to convert liquid liquids into icy draughts, he made bold to help himself, in due consonance with the words of the proverb. It was unfortunate that the freezer was temporarily invested with an *esprit*. It groaned and creaked so vigorously that a *faki* who happened to be on the scene had his attention called to the freezer and the urchin, and eventually the *faki* became the freezer and the gamin the freezer. The methodical Magistrate wondered that so small a boy should have attempted to deal with a rob. freezer, but did not evidently give him that credit to which he was entitled. The very fact that the young generation as personified by the little vagabond should have endeavoured to tackle a job obviously beyond his strength shows a vigour of mind and spirit which may yet lead to great heights—or depths. His palate was tickled by the thought of ice-cream. Instead of sitting on his haunches and bewailing his hard fate, or pestering pedestrians with howls for *cumshaw*, he seized the situation, and the freezer, in both hands—after the accredited type of the self-made man. The Magistrate saw nothing of all this; most prosaically he sent the urchin to prison, where there is no ice-cream and never a freezer. There is a moral in the story somewhere. It would be interesting and, perhaps, profitable—if it were possible—to watch the career of the gutter-snipe who has been sent into an unsympathetic world with the palate of an epicure and the individualistic energy of a Roosevelt. Jealous people might say that he must have been born of British stock and inherited the trait of seizing on everything in sight and proclaiming a lien on the next world, but such persons should be treated with the contempt they deserve. Meanwhile, the cause of these reflections is reduced to bread and water.

ANALOGOUS CASES.

A case which came up in the Police Court to-day is on all fours with a case which occurred in England some months ago. Here, some excise officers decided to make a raid on an opium den, but they were forestalled by a friend of the habitués who warned the opium-smokers of the excisemen's intentions. The result was that when the officers arrived the birds had flown and there was nobody to wish them joy except the unctuously polite "informers." Naturally the raiders were in anything but a good temper when they discovered that there is a solid stratum of truth in Burns's muse which runs: "The best laid schemes of mice and men gang a' gley." So they arrested the only person in sight and marched him off to goal on a charge of assisting misdoers to escape. They had no evidence and the accused was discharged. In England, a couple of constables were ordered to conceal themselves in a shady

lane where it was believed motorists were addicted to the bad habit of exceeding the legal limit of 12 miles an hour. They hoped to demonstrate the superior advantages of a stop-watch and a blue uniform hidden in the gorse over the lordly motorist and his satellites; but they reckoned without their host. A genial lucifer saw the manoeuvre and decided to outwit the police. Not that he had any love for motorists, probably, but it is more amusing to witness the discomfiture of a perspiring and angry policeman—who is compelled to bottle up his adjectival vocabulary by reason of his uniform—than to see a few motorists "held up" by the minion of the law. Accordingly, he stationed himself well away from the constables, and each motorist as he passed was informed of the "plant" ahead. The result was that "scorchers" proceeded at a funeral pace along the road to the great disgust of the watchers. The only capture was the countryman who had spoiled their scheme and possibly their chances of promotion. But when the case came to Court, it was successfully argued that the accused had only done his duty in warning people against an infringement of the law. The case excited a good deal of comment at the time and is still a standing joke among motorists in England. The two cases seem analogous, and the point is what would have happened had the excise officers in Hongkong been able to produce evidence to show that the alleged culprit was responsible for the disappearance of the law-breakers. Would he have got off as easily as the English country labourer?

LOCAL AND GENERAL.

The pirate chief who was recently extradited from Macao was executed at Canton yesterday morning on the execution ground at 11.30 a.m. Several European witnesses the execution; also a big Chinese crowd. The pirate chief awaited calmly and without emotion his fate, the executioner cutting the head from the body with one mighty stroke. He said a few words to the crowd, saying that he was not a murderer. He was a very strong looking man. —*Canton Daily News*.

The Viceroy returned suddenly from Whampoa yesterday, says the *Canton Daily News*, although his leave does not expire until the 8th moon. Many reasons are given for his return, but nothing is known for certain. The Manchus attribute it to their complaint to Peking. Certainly something serious has happened or may be expected. It is a significant fact that although the Viceroy's return must be known to every editor in Canton not a single Chinese newspaper has dared to mention it.

Mr. F. A. Hazeland gave his reserved decision yesterday afternoon, at the Police Court, in the case of *Chung Yuen*, landlord of Nos. 1, 2, 4 and 5, Hill Road, was summoned by the Building Authorities for erecting wrought iron partitions on the premises without a permit. Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, and Mr. M. W. Slade, instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Harding, defended. The decision was for the complainants. Mr. Slade asked for a nominal penalty. His Worship fined defendant \$500.

RECENTLY a deputation of the Japan Steamship Owners' Association visited the Japanese Navy Department explained the Association's project for encouraging fishermen to pick up floating mines along the coast, and asked for the assistance of the authorities. The project is warmly supported by the Navy Department, and the deputation is to wait upon the Department of Communications in a day or two, says the *Japan Chronicle* of July 22. The Government authorities are taking steps to ascertain the views of fishermen in regard to the most effective measures for picking up the mines.

A BARBER and a cook went into Mr. P. Bjorjoe's draper's shop, at No. 128, Wellington Street, yesterday. The cook asked to be shown some samples of cloth, while the barber looked around the establishment. The cook was not satisfied with the cloth and went farther into the shop to inspect other goods, while the barber edged up to the counter. While the cook was engaged in conversation with the salesman, the barber picked up a parcel from the counter and left the premises. The parcel contained \$5 worth of buckles. The salesman, who had his eyes on both men, saw the sudden departure of the barber and his bundle of buckles, and calling out to an assistant to keep the cook he went after the barber, capturing him some yards away. The pair were charged before Mr. F. A. Hazeland this morning with theft, and each was sentenced to six weeks' hard labour and six hours' stocks.

LI PO, a fisherman, of Sha Kiu, New Territory, thought he was doing a kind act when he rushed wildly into a matchless in the New Territory yesterday morning, and in a breathless manner told the inmates to skip for the opium men were coming. The inmates of the matchless took his advice, gathered up all their opium, and made for the hills. When this was over, it was said, Li took up a position outside the shed and waited. The excise men loomed on the top of the hill. They reached the shed and when they entered it there was a broad grin on the face of Li. The officers found nothing, and a whisper went round among them that the man outside had a hand in the escape. They went out and not to return empty-handed they gathered Li up and took him to the Central Police Station. There he was charged with aiding and abetting others to commit an offence. He was placed before Mr. F. A. Hazeland this morning at the Police Court, and as the prosecution could not produce sufficient evidence to warrant a conviction, the defendant was discharged.

BECAUSE she could not agree with her mother-in-law Mrs. Chung Lai Mun, twenty-six years of age, the wife of a farmer in the New Territory, put an end to her life, on the 29th ult., by jumping into the Tai Lam Chung river. The young woman, who had been married for several years, was always at loggerheads with her mother-in-law, who, it is reported, ruled her with a rod of iron. On Sunday last after a fierce dispute the younger woman left the house saying she was tired of life and that they would not see her again. Her body was picked up some distance away from the place she dived in yesterday.

SOME excitement prevailed in a ricksha coolies' house at No. 6, Tai Wo Street, Wanchai, at about 2.20 o'clock this morning, when one of their compatriots who had just returned home knocked over a burning kerosene oil lamp that had been carelessly left under the staircase by another coolie. The lamp exploded, and soon the staircase was ablaze. The noise of the coolies attracted the attention of an officer, who entered the building and with the assistance of the coolies, who, on seeing a European had recovered their equilibrium, the blaze was put out. The damage done is estimated at the large sum of one dollar. The damaged goods, adds our representative most sympathetically, were, unfortunately, not insured!

SHIPMASTERS arriving in this harbour are commenting somewhat strongly upon the dirty condition of the waters thereof, due, no doubt, to the eternal dumping, by irresponsible sampan, junk and dust-boat masters, of all sorts of rubbish, consisting chiefly of fruit skins, papers, piles of straw, fragments of dunnage, mats, etc., which clog the blades of the propellers of the steamers, and are a nuisance generally. This is most marked in the central and western districts, while the region in and around the Victoria Recreation Club baths has not had any clean water floating around for some time. Prosecutions are continually being made by the Water Police, but either the penalties inflicted are not sufficiently deterrent, or the offenders manage to escape detection in the dark hours of the night.

SAM FUN, a bottle washer, employed by Messrs. A. S. Watson and Company, was charged with attempting to steal an ice cream freezer, valued at \$550, the property of Messrs. A. Chee and Company. According to the manager of the complainant firm, defendant walked up to the door of the firm yesterday afternoon, and when he thought the way clear, made a grab at the freezer. Unfortunately for the accused the freezer was attached to others and would not come when defendant pulled it. The noise attracted a *faki* in the shop, who saw defendant pass the shop window in record time. A hot-footed case followed, and accused was arrested near the Clock Tower by an Indian constable. Other witnesses were called. Defendant said he was plying with other boys and accidentally collided with the ice cream freezers. The noise brought out a *faki* and fearing that there would be trouble in store for him if he remained too near the shop he ran. The freezer weighed about 10 pounds, and his Worship had his doubts as to whether a lad like the accused could go very far with such a burden; besides Queen's Road Central would be crowded at that time of the afternoon. An assistant of the complainant firm said that they had frequently lost things—even a couple of days ago a postcard frame disappeared. Inspector Ritchie, who conducted the case, said that Messrs. A. Ling and Company also reported the loss of an ice-cream freezer a few days ago. Defendant was ordered to undergo fourteen days' hard labour.

INDIANS FOR CANADA.

By the s.s. *Empress of China*, which left this port to-day for Vancouver, via Shanghai and Japanese ports, there departed some 300 natives of the North West Provinces of India, who are to be employed in the flour mills in Canada. The majority of these men came in from Calcutta in the s.s. *Lightning*, and have been the cause of much wonder in this Colony since their disembarkation, as it was generally surmised that they were here en route to Panama to work on the Canal. Inquiries made in the proper quarters, however, elicited the above facts, with the additional information that this batch of 300 is but the first instalment of what is expected to be a very large number of emigrants from India, via the East, to Vancouver for Canada. From what could be learned we gather that these men are all under contract, for three years, and are to be paid at the rate of \$1 gold per diem. To anyone acquainted with the conditions of the coolies in India this must indeed appear to be their harvest. During their short stay in this Colony it is worthy of note that not one of this particular batch has caused any trouble to the Police, which certainly goes far to vindicate the character they have earned for themselves as being, in the main, a law-abiding, peaceful lot of willing workers.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 1st at 11.25 a.m.—The barometer has fallen generally, particularly over N. China.

A depression is passing from the continent to the Yellow Sea. It appears to be moving Eastwards. The highest pressure is over the S. part of the China Sea.

Pressure is practically normal over the Philippines and the S. Coast of China, and in defect to the extent of nearly 0.2 inch over the E. Coast of China and W. Japan.

Gradients are slight over the China Sea, and moderate SW. and S. winds will prevail over that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SINGAPORE'S FINANCES.

MASS MEETING OF RESIDENTS.

URGENT NEED FOR IMPROVED DOCKS AND WHARVES.

[From Our Own Correspondent.]

Singapore, 1st August, 10.10 a.m.

At a large public meeting of the residents of Singapore, specially convened to consider the financial position of the Colony as the result of the Tanjong Pagar award, a resolution was submitted to the effect that in consequence of the award it was urgently necessary that the Government should proceed immediately with the improvement of the docks and wharves.

A resolution was also adopted stating that, in the opinion of the meeting, the proposed improvements at the Inner Harbour should not be proceeded with in the meantime.

[The mass meeting of the residents of Singapore yesterday afternoon was held under the auspices of the Singapore Branch of the Straits Settlements Association, the president of which is the Hon. Mr. Hugh Fort, of Messrs. Donaldson and Burkinshaw, the well-known firm of lawyers. The meeting was held in the Victoria Memorial Hall, and the police calling the meeting was headed: "The Finances of the Colony." The "inhabitants of Singapore" were invited "to consider the financial position of the Colony arising out of the Tanjong Pagar Award, and whether any representations should be made in respect thereof." The result is given by our Singapore correspondent.—*Ed., H.K.T.*]

COLLISION AT SHANGHAI.

"MANDJOUR" SERIOUSLY DAMAGED.

[From Our Own Correspondent.]

Shanghai, 1st August, 10.20 a.m.

The French Yangtze River steamship *Limao* collided with the Russian gunboat *Mandjour*, in the Huangpu river, yesterday afternoon.

The bows of the *Mandjour* were considerably damaged.

[The *Limao* is a twin-screw steamer and was launched at Dunkirk by the Societe de Ateliers et Chantiers de France. She was built in 1905 and her tonnage is 2,667. Her dimensions are: length, 278 ft.; breadth, 49 ft. and depth, 24 ft. N. H. P. 39. She is registered at Dunkirk, and flies the French flag. She is owned by the Cie. Asiatique de Nav.

The *Mandjour* has become a household word in Shanghai. By great good luck she managed to reach Shanghai before the Japanese scouts had made the Sea of Japan a close preserve against Russian warships. The *Mandjour* was indeed at the northern port, dismantled, and practically turned into hulk. She afforded a topic for the flippant in the early days of the war and even yet she refuses to be overlooked. It is doubtful if it required a very violent shock to damage the antiquated Russian.—*Ed., H.K.T.*]

PICKPOCKET'S NOVEL SCHEME.

"SOMETHING ON YOUR SHOULDER."

Members of the light-fingered gentry are always introducing new schemes into their trade. Yet another trick has come to light, which, as usual, ended badly for the trickster. Yesterday afternoon a coolie employed on board s.s. *Charles Hudson* went to the Central Market to make some purchases. He was standing before a stall thinking what was suitable, when from behind he felt a tap. Turning round he saw a stranger, who said: "Excuse me, but there is something on your shoulder." The unsuspecting coolie turned and looked at his left shoulder, where he discovered somebody had expropriated. While the coolie was engaged in cleaning his clothes, the stranger went to his right side, passed his hand gently into the coolie's pocket, extracted 38 in small coins, and bolted for the road. The coolie then discovered that he was robbed and pursued the thief. Policeman McLennan, who saw the coolie pass him like a flash of lightning, took up the case and arrested the man, who said his name was Chan Fun, and an engineer by profession. The 38 was found in his pocket. Chan Fun was placed before Mr. F. A. Hazeland, at the Police Court this morning, charged with stealing from the person, and the case was remanded until to-morrow to allow defendant to produce witnesses to speak on his behalf.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Eastern*) 3rd inst.
Indian (*Sulung*) 5th inst.
American (*Siberia*) 6th inst.
French (*Calcutta*) 7th inst.
Canadian (*Empress of India*) 14th inst.
Boston S. S. Co.'s *Tremont* sailed yesterday from Kobe.
The s.s. *Errol* to-day, sailed from Singapore for Hongkong to-day.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

UNSAVOURY SHANGHAI.

PROTECTION OF YOUNG GIRLS.

RESIDENTS IN FEAR OF A RIOT.

[From Our Own Correspondent.]

Shanghai, 1st August, 10.20 a.m.

The members of the Chinese Commercial Association held a special meeting, yesterday afternoon, for the purpose of considering what steps should be taken for the prevention of a riot in consequence of the enforcement by the police authorities of the new regulations affecting the proprietors of disorderly houses.

Under the regulations now in force the proprietors of such houses are forbidden, under a severe penalty, to expose girls under 16 years of age to the temptations of the "unfortunate" life.

The Association decided that in view of the report presented on the subject it was unnecessary to take action at present.

[Reuter's.]

The British Army.

LONDON, 30th July.

The men of the third battalion of the Scots Guards will be divided among the first and second battalions. Recruiting for the regiment will not be stopped.

The standard height of the Irish and Scots Guards has been raised to 5 ft 9 in.

The Straits Settlements.

Lord Elgin intends to review the regulations for gambling in the gaming houses of the Malay States when more pressing business is accomplished.

Russia.

The proclamation of the Labour and the Socialist members of the Duma passionately appeals to the soldiers and sailors, as children of the Russian people, to fight on the side of the Duma for liberty and the land.

WOMAN'S NATIONAL REPORT.

THE RESULT OF HER STORY.

A Chinese woman, the wife of a furniture-teller at Yau-mat, walked into the Yau-mat Police Station yesterday afternoon, and related a story that surprised the policemen—a story which could hardly be believed by them because of the good behaviour of the people in that district for some months past. The woman said that at about 11.30 o'clock in the forenoon three men entered her flat—top floor of No. 53, Station Street South—and told her that they had come to rent her cubicles. A few words had passed between the parties, when four more men entered the room, closing the trap door behind them. One of these men entered the kitchen and picking up a chopper, approached her. The seven men then pushed her into an empty cubicle, tied her hands behind her back, gagged her, and attempted to run glass powder into her eyes. Three of the robbers held her down, while the others ransacked the premises, stealing a pair of gold mounted rattan bangles and two gold finger-rings, valued at \$52.50, and \$12 in hard cash. They then released her and left the house.

The inspector in charge of the station, after the woman had fully described one of the men, despatched a detective with the woman to hunt for one of the robbers. They proceeded along the leading thoroughfares, and by two o'clock a street dentist was identified by the woman as the leader of the robbers. The man was accordingly arrested and this morning appeared before Mr. H. J. Compertz to answer a charge of robbery with violence. It was then that the tables were turned on the woman. She had no witnesses to corroborate her statement, while the accused, who is known to the police as a respectable man, had five. The true story was this. Some days ago complainant and her husband went to defendant's landlord to try to get him to rent them the flat in which the dentist lived. This the landlord would not do. On leaving the premises the woman, in passing defendant's door, raised the curtain and looked in. The defendant followed them below, where they had a quarrel. The complainant's husband stopped the quarrel, but said to his wife: "Get him in trouble." The robbery was then faked for the purpose of imprisoning the accused. Witnesses for the defence proved an alibi for the accused, and went so far as to say that at the time complainant alleged she was robbed, she was not in her house, but in the street. The evidence was sufficient, and his Worship discharged the accused, after the latter had refused to receive any compensation from the woman. His Worship severely lectured the woman, telling her it was a serious charge to bring against a man, and fined her \$50, with the option of two months' hard labour.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a monthly meeting of the general committee of the Hongkong General Chamber of Commerce held in the Chamber Room, St. George's Building, Hongkong, on Tuesday, 10th July, 1906, at 3.30 p.m. President: Hon. Mr. E. A. Hewett (chairman), Hon. Mr. W. J. G. G. son, Messrs. A. Haupt, H. E. R. Hunter, G. H. Medhurst, N. A. Siebs, H. E. Tomkins and A. R. Lowe (secretary).

MINUTES.

The minutes of the monthly meeting held on the 10th ultimo were read and confirmed. SAN FRANCISCO DISTURBANCE.

The following letter was read by the Chairman:

State of California, Executive Department, Sacramento, June 1, 1906.

Sir,—I have the honour to acknowledge your favour of the 30th of April confirming a despatch of earlier date and renewing an expression of sympathy with the people of San Francisco in the great calamity which recently befell them.

Permit me, speaking on behalf of the citizens of San Francisco and of the entire State of California, to express sincere appreciation and gratitude for the sympathy so graciously manifested by the members of your commercial organization. Since the catastrophe of April 18th there has been such a world-wide exhibition of the sentiments of human brotherhood as has deeply touched the hearts of Californians and has served to mitigate their sense of suffering and loss.

It affords me great pleasure to say that San Francisco, although sorely stricken, will recover, and I think speedily, from the effects of the blow. Already the business organization is re-establishing itself on former lines, and although it will necessarily take time to rebuild the structures which were destroyed, I have no doubt that in five years the chief American port on the Pacific will be a busier and more prosperous city than before.

We shall ever retain a feeling of gratitude toward the people of those places, which, like the commercial community of Hongkong, have manifested their sympathy in our loss and their hope of restoration to our former state—I have, &c.

To the Chairman of the Hongkong General Chamber of Commerce, Hongkong, China. (Sgd.) Geo. C. PARDEE, Governor of California.

NATIONAL ASSOCIATION OF MANUFACTURERS OF THE U. S. A. New York, May 29th, 1906.

Dear Sir,—This Association, as you doubtless know, is an organization of leading manufacturers of the United States in all lines of industry. Its membership is now about three thousand (3,000). Frequently the heads of firms or companies embraced in our membership, or their special representatives, make trips abroad, and in the interests of international trade we have thought you might like to meet some of these gentlemen. Therefore, if it should be agreeable to you we should take pleasure in placing your Chamber on the list of organizations to whose secretary or other officer we may take the liberty of introducing those of our Members or their representatives who visit your City.

Naturally at these interviews no little information might be given and received that would be of mutual interest.

We assure you that we shall at all times be pleased to see any one from your City whom you may introduce to us. We have commodious offices in the business centre of New York City with a staff of over 50 people, comprising gentlemen who read, write and speak all the leading commercial languages, and the various facilities of the offices are always at the service of visiting business men from other countries free of charge—Very truly yours,

(Sgd.) Wm. M. B. NEELEY, Assistant Secretary.

Secretary, Chamber of Commerce, Hongkong, China.

The Chairman said the Chamber was already associated with the "Philadelphia Museum" a somewhat similar institution to that of the present correspondents, and it was agreed to reply that the Hongkong Chamber would be pleased to reciprocate the facilities offered by the Vanuot cures' Association as far as possible.

SIX HONOURABLE MEMBERS OF THE HOUSE OF COMMONS OF THE EMPIRE, 1906. The preliminary list of the Resolutions before the Congress was discussed and in view of the Chamber's letter to the Delegates of the 2nd ultimo it was decided not to cable any further instructions.

ALLEGED SINKING UP OF THE HARBOUR.

The following letter was read: Colonial Secretary's Office, 2nd July, 1906.

Sir,—I am directed to bring to the notice of your Chamber certain investigations that have recently been carried out with regard to the depth of water in the harbour of Hongkong which it is thought may be of interest to them.

In the first part of the year 1904 Mr. J. F. Boulton, then Acting Assistant Director of Public Works, prepared an exhaustive comparison of the depth of water all over the harbour as indicated by the charts that had been issued from time to time by the Hydrographer to the Navy. This report showed that the shoaling that had taken place between the years 1841 and 1893, involved the loss of a considerable area of five fathom water, particularly in the western part of the harbour, a loss which if verified and likely to continue pointed to the necessity of extensive dredging operations being undertaken without delay. Mr. Boulton pointed out, however, that the correctness of the results he had arrived at depended on the correctness of his assumptions with regard to the zero of his assumptions of the surveys, and that it was doubtful what zero the earlier charts were referred to and how that zero was preserved. He recommended that the Admiralty should be requested to make a complete new survey of the Harbour bottom.

[Continued on page 3.]

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TRAM-WRECKERS IN HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It is possible that the chief satisfaction desired by abstractors of tram-cars may be the humour which a derailed car will ever cause peculiarly unattracted Chinese, grim joy at making something helpless.

Whatever the motive, it lays with the Tramway Co. to remove all possible grounds of offence, but chiefly, it remains for the Government to acquaint itself with the working of this particular locomotion, for as one who sees it in daily operation I still assert it is hazardous to innumerable cargo coolies, and is allowed (or is immune from restraint) by special favour to ignore trifles such as overcrowding, excessive speed, etc.—Yours truly, LOW LEVEL.

HONGKONG, 1st August, 1906.

[Our correspondent has surely a bee in his bonnet. The "particular locomotion" to which he refers has come to stay. It is no more hazardous to the coolie than a soda-water fountain. If the coolies kept their eyes open, instead of wandering vacuously in the centre of the track, they would never be in danger. It cannot be argued that the running of the cars constitutes an offence and the Government in the world to impose unnecessary restrictions on the Tramway Company. What is good enough for London, Paris and New York might surely be tolerated in Hongkong. We would also remind our correspondent that it is unusual to support tram-wreckers even by inference; and that the greatest good for the greatest number is the object of all legislation.—Ed., H.K.T.]

THE WATER SUPPLY AGAIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—All of us residents of the Eastern district want to thank you for so kindly publishing our letter of distress about the water, because it has put us all in better position, and since little after seven o'clock last night we have been supplied with plenty of water from our taps, right up to the middle of this morning, so that we have been able to clean our houses, and wash ourselves, and cook our food with no difficulties attached to trying to do so. We all are very glad and thankful to Government that they heard at once our cry through your paper and in their way removed the great trouble which fell so hardly upon us, and we pray and hope that the Government will let us have a proper supply of water every day, so that we can keep ourselves clean and in proper health, and no trouble to cook our rice and wash our houses.

With many thanks, Yours, &c.

HONGKONG, 1st August, 1906.

HARDSHIP.

HONGKONG, 1st August, 1906.

THE GRANTLE AND POLITE BULL-FIGHT.

H. W. THEY MANAGE IN MALAYA.

A Malayan bull-fight, in contrast to a Spanish bull-fight, is a comparatively tame affair, says a special correspondent of the *Singapore Free Press*. There is little of a show or pageant about it; no huge enclosures, with tiers and tiers of seats filled with fashionable Spanish beauties in graceful mantillas waving multi-coloured fans; no poor, blind-folding horses to be tortured, no picadors, no dart planting bandillereros, and no espadas to risk their lives in so-called sport. In Malaya the bulls and buffaloes only follow their own natural instincts, and fight with their own kind, without being goaded on to the combat by having darts plunged into them, and horses not being used, there are none of the brutal and disgusting sights so often witnessed in a Spanish bull-ring. It is, in fact, bull-fighting as nature intended, stripped of all artificial cruelties, and it is less exciting, is infinitely more sporting, though to Spaniards, all elements of personal danger being omitted, it would doubtless seem a deadly dull affair.

A spectator of a bull-fight in Pahang writes:—Bidden by the Sultan to a bull-fight, I arrived at the appointed place due to time, two o'clock; but the Sultan did not put in an appearance until four o'clock, the lateness of his arrival being really only custom, for whenever any show of this sort is on, the time is invariably given about a couple of hours too early. Just outside the old chief's house, where we assembled, was the ring, a primitive arrangement, merely an open earth space not fenced in any way. All round the circle squatted a motley crowd of about three or four hundred natives, who put on their best "bajus" and "sarongs" for the function.

The bulls were led in by the nose, each by a Malay, and when within a few yards of each other, let go and given a shove. They met with a crash, and then followed a pushing match, their horns for the most part being locked together, with a break-away now and again, and then another. The two bulls in this case were badly matched—father and son, the latter a much more powerful animal with stouter horns. The fight only lasted about six minutes, when "pa" bull turned tail and fled, chased by his son. A general stampede took place, after an opening had been forced, every one rushing after the bulls to secure them and bring them back for their wounds, which were very slight, to be examined.

The old chief, being his skow, then entertained us all with coffee and Malay cakes, many of which were new to me. As a rule, native cakes are too sweet and too heavy for English taste, but these were exceptionally good. After a short rest and a smoke, a move was made for the buffalo fight further up the river, but the sky being quite overcast and rain an evident certainty, this part of the programme was postponed to the morrow.

Next day, therefore, I went up river again to the place fixed on. This show gave much better sport than the other, as the buffaloes were immensely powerful brutes and very well

matched, the fight lasting about ten minutes before one got a wound in the corner of his eye, and in consequence abruptly turned tail and was chased off the ground by his opponent. In these fights one buffalo always defends his home, and will only fight when another comes into his own particular haunt. In nearly every case the one defending his home proved the victor, spurred on, I suppose, by patriotic feeling. As the fight lasted only a short time, the Sultan sent for another couple of buffaloes, but when they arrived, after a twenty minutes' wait, they absolutely refused to fight, and were obliged to be led away again. When buffaloes are really well matched, as in the first fight, there is great excitement among the Malays, but in the ordinary way one buffalo turns tail after a few minutes' charging and snorting, and the whole thing is over.

UNCOMPLETED PURCHASE.

HOUSE IN DISPUTE.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Chea Wing Lim, of No. 61 Aberdeen Street, trader, sued Tai Yee alias Tai Sun Tai, of Nos. 83 and 85 High Street, Hongkong, trader, to establish his title to and recover possession of house No. 55 Aberdeen Street, situated on Aberdeen Lot No. 47 and to recover the rents thereof since the 16th day of February, 1906, being the date on which the said lot was purchased by the plaintiff from Wong Chan Shi, the executrix of Wong Keng Hok, deceased.

Mr. H. K. Holmes appeared for the plaintiff, and Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, for the defendant.

Mr. Holmes, in opening the case, applied to amend the claim for rent by making it begin to be due from the 16th February instead of the 16th January.

Wong Chan Shi, widow of Wong Keng Hok, said she lived in Aberdeen with her late husband at No. 37 Aberdeen Road. No. 39 belonged to Wong Keng Hok. Her husband died two years ago and left a will. She was the executrix appointed in that will, and she applied for and obtained probate of the same. After the death of her husband she went to Man Tao, and left Wong Chan to look after the property.

His Honour: Are you the *Chit See* of Wong Keng Hok?

Witness: Yes.

Continuing, witness said that Au Chau was the tenant of No. 37, and U. Ki was the tenant of No. 39 Aberdeen Street. No. 37, the house in question, is now numbered 55, and was subsequently occupied by Hip Lee. In the first month, eight years ago, witness went to ask Hip Lee for the rent, and was informed that the premises were rented from Tai Yee. She then went to Tai Yee and was then told that Wong Chan Shi owed them money and as they could not get their money they had taken possession of the house, and refused to give witness the rents. Witness knew nothing about the loan to, and money due by, Wong Chan Shi. The latter, Wong Chou Shi, married again, and witness did not know where she lived now. Witness last saw her about nine years ago.

Mr. Master applied for an adjournment for the production of further evidence, and stated his intention of upsetting the probate.

His Honour: You cannot upset the probate in this action; if you want to do that you must bring another action for the purpose. I will, of course, grant you an adjournment, and it will be for you to consider what action you will take as regards your wish to upset the probate. The case was then adjourned till Friday next.

THE NATIONALISATION OF RAILWAYS.

THIS YEAR'S PURCHASES.

The Japanese Government has decided to take over six private railways before the end of this year. The Koku and Hokkaido Colliery Railways will be taken over on October 1st, the Nippon and Ganyetsu Railways on November 1st, and the Nishinari and Sanyo Railways on December 1st. The estimated prices are as follows:—

Nippon Railway ... ¥130,512,540
Sanyo ... 74,042,980
Koku ... 972,020
Hokkaido Colliery Railway ... 29,68,185
Nishinari Railway ... 1,9,6,505
Ganyetsu Railway ... 2,584,596

As will be seen from the above figures, the total value of the railways to be purchased this year amounts to ¥218,013,821. This is the value computed by the Government at the time when the Railway Nationalisation Law was published.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$80, Hongkong Fires \$317, China Fires \$89, H.K. C. and M. Steamboats \$27, Raubs \$51, Shanghai Docks \$15, China Borneos \$8, China Provident \$9, Tramways \$135, Lees \$140, Light and Power \$10.

Sellers:—Canton Insurances \$340, Shell Transports \$77, Hongkong Docks \$154, West Points \$50, Hotels \$125, Green Islands \$13 ex new issue, Electrics \$15, Ropes \$19, Watsons \$13.

Sales:—China and Manila \$21, Raubs \$51, Hongkong Lands \$111, Cement \$13 ex new issue.

Nominal:—Hongkong Banks \$81, National Banks \$47, Indos \$70, Douzlas \$47, China Sugars \$145, Kowloon Wharfs \$106, Hongkong Wharfs \$123, Humphreys \$114, Dairy Farms \$161, Powells \$104, China Traders \$100.

SHANGHAI SHARE REPORT.

Messrs. J. A. Sullivan & Co. write in their report of 26th ult.—A healthier feeling prevails

and the depression caused by the slump in our speculative stocks seems to be over. Docks have improved 5 points. Indo Chinas are firm at quotation. Shanghai Wharves have advanced to points owing to expectation of an increased interim dividend. Langkats are about the same and are fairly steady at the close. All Cottons are wanted and better prices are obtainable.

TO-DAY'S EXCHANGE.

Selling.	
on/om—Bank T.T.	2 1/2 1/16
De demand	2 1/2 1/16
De 4 months' sight	2 1/2 1/16
France—Bank T.T.	2.65
America—Bank T.T.	51 1/2
Germany—Bank T.T.	2.16
India T.T.	158
De demand	158 1/2
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	10 1/2 prem.
Japan—Bank T.T.	103 1/2
Yava—Bank T.T.	127 1/2
Buying.	
1 months' sight L/C	2 1/2 1/16
4 months' sight L/C	2 1/2 1/16
10 days' sight San Francisco & New York	51 1/2
1 months' sight do	52 1/2
10 days' sight Sydney and Melbourne	2 1/2
4 months' sight France	2.69
5 months' sight do	2.71
1 months' sight Germany	2.20 1/2
De Silver	30 1/2 1/16
Bank of England rate	31 1/2
Switzerland	0.43

To-day's Advertisements.

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908, 1909:

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWN BROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—GIBB, LIVINGSTON & Co., Hongkong.

Hongkong, 1st August, 1905. [790]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th instant.

Hongkong, 1st August, 1906. [791]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st July, 1906. [792]

TO LET.

GO DOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [793]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLEN TURRET."

Captain R. Webster, will be despatched as above, on or about the 14th instant.

For Freight, etc., apply to MCGREGOR BROS. & CO.

Hongkong, 1st August, 1906. [794]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SAINT GEORGE."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1906. [794]

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th instant, at Noon.

For Freight, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 1st August, 1906. [795]

Intimations.

THE.

ROBINSON PIANO CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS,

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906. [

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

Fortnightly sailings for London and Continent.
Monthly sailings for Liverpool.

Taking cargo on through bills of lading for all European,
North and South American, West Australian, Java
and Sumatra ports.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "

The S.S. "Memon" left Hong on the 27th ult., at 5 P.M., and is due here on the 2nd inst.
The S.S. "Telemachus" left Singapore on the 28th ult., at 10 A.M., and is due here on the 2nd inst.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

Taking Cargo for Liverpool at London Rates, and taking Cargo for Genoa, Marseilles and
Hull to connect with "Asiatic" at Singapore.
Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.
	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st August, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"YINGCHOW"	3rd August.
SHANGHAI	"YCHOW"	4th "
YOKOHAMA and KOBE	"TSINAN"	4th "
MANILA	"TAMING"	7th "
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
TIENSIN	"HUICHOW"	10th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIKNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st August, 1906.

[9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
HUB	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 28th July, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 10th July, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906. [70]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906. [68]

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	23rd August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	31st September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	6th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.
The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTADEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI and CHINKIANG	10th August. Freight and Passengers.
DAPHNE	NAGASAKI and VLADIVOSTOK	Beginning of September. Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 31st July, 1906.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	THURSDAY, 2nd August, 3 P.M.
SHANGHAI via SWATOW	"ESANG"	THURSDAY, 2nd August, 4 P.M.
TIENSIN via SWATOW & CHEFOO	"CHEONGSHING"	FRIDAY, 3rd August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	"MAUSANG"	SUNDAY, 5th August, Daylight.

* These Steamers have superior accommodation for first-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Koda, Labad Data, Simporoa, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 31st July, 1906.

[6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Mejsner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship
"DAKOTAH" will be despatched for the above Ports, on or
about the 6th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th July, 1906. [68]

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, via JAPAN
PORTS.

"KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon.
"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).

Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.

The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.

For further information as to Freight and
Passage, apply to

K. MATSUDA,

Manager,

Yok Building.

Hongkong, 20th July, 1906.

[75]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.
THE Chartered Steamship

"CHILDAR,"
Captain H. Nielsen, will be despatched as
above, on FRIDAY, the 3rd August, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 28th July, 1906. [779]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"CALEDONIE,"
Captain Gregoir, will be despatched as above,
on or about MONDAY, the 6th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st July, 1906.

[11]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 6th proximo, will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
12th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th proximo, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 30th July, 1906. [783]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
10-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 30th July, 1906. [2]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
10-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 30th July, 1906. [2]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA,"
Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906. [778]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 3 P.M. of the
1st August, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 30th July, 1906. [780]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A RECORD AND AN APPRECIATION.

The best account of his invention of the laryngoscope is, that which he gave himself twenty-five years ago in a paper he read, at the instance of Sir Felix Semon, to the Medical Congress in London in 1881. His paper on the Physiology of the Voice, in which he first communicated the discovery to the world, was read in 1855 to the Royal Society.—*Morning Leader.*

Arrivals.

Clearances at the Harbour Office.
China, for Singapore.
Kwelyang, for Canton.
Hans Wagner, for Shanghai.
Wongkol, for Swatow.
Hui, for Kwong-chow-wan.
Saint George, for Shanghai.
Sardinia, for Singapore.
Anglo Canadian, for Newcastle.
Kwangtshah, for Shanghai.
Empress of China, for Shanghai.
Amara, for Naigon.

Departures.

Passengers arrived.
Per *Sardinita*, for London from Yokohama—
Mrs. and Miss Marsh from Kobe—
Richardson, from Shanghai—Messrs. J.
Dunlop, M. A. Wolf and R. P. Hawkhurst.
Per *ayern*, for Hongkong from Yokohama—
Mr. and Mrs. Thur ton, Miss Abner, Messrs.
Blake, A. T. Smith, Kawabe, H. Higuchi,
Yuen, Kam Kon, P. Y. Gus, J. K. Gu, Ho
mueller, Steward, L'yon, Watson, White, M.
Lashmore, Chan Tuk Hing, Chan Chay Yau,
Chan Bok Tong and Chan Yok Tung. Per
Nagasaki—Mrs. and Miss Chatham. Per
Shanghai—Messrs. He Ho Tan, P. Hafema,
Isaac, D. Ez, a Rev. J. Lake, H. Barson, M.
Silbermann, Mr. and Mrs. Sprungli, Col.
Sullivan, Mrs. English and children, Mr. G.
F. Mos, M. J. Schuster, Messrs. A.
Barrado, Williamson, K. Takaur, and Mrs.
Kawanaski.
Per *Haitan*, from Coast Ports—Mr. and Mrs.
Farrow, Messrs. Thompson, Rutter, Blumberg,
and 170 Chinese.

Passengers departed.

Per Prince Eitel Friedrich, for Shanghai.
Mr. and Mrs. P. Davies, Miss Alves, Dr. A.
Wood, Messrs. J. H. Black, F. Bargmann,
Messy, C. Ruledge, W. Wannamaker, F. N.
E. Olsen, G. Harley and C. Ahrendt.
Nagasaki—Messrs. T. K. Simpson, Hayashi,
Fujio and K. Orida, Mrs. Moyaji, Mrs. S.

Vessels in Port.

STEAMERS:

Vessels in Port.

Sin. Apr. 25th July, Calicut.—
Nanchan, Br. s.s., 1,299, A. Jones, 29th July.—
Sin. on 25th July, Gen.—B. & Co.
Neil MacLeod, Am. s.s., 601, E. Coiral, 1st
June.—Manila 16th June, Ballast.—Barrett
to & Co.
N. S. de Rosario, 715, M. Lopez Blanco, 12th
June.—Manila 9th June, Ballast.—Barrett
to & Co.
Petrarch, Ger. e.s., 1,252, R. Hatje, 12th June
—Saigon 7th June, Gen.—S. W. & Co.
Quinta, Ger. s.s., 986, F. Frabm, 13th July.

Quantities Expected

Vessels	From	Agents	Out
Java	Singapore	P. & O. Co	Aug. 2
Memnon	Moji	B. & S.	Aug. 2
Telemachus	Singapore	B. & S.	Aug. 2
Tiljalaap	Macassar	C. J. L.	Aug. 2
Eastern	P. Darwin	G. L. & Co	Aug. 3
Capri	Singapore	C. & Co.	Aug. 6
Suisang	Singapore	J. M. & Co.	Aug. 6
Siberia	Japan	P. M. Co.	Aug. 7
Caledonian	Singapore	M. M.	Aug. 7
Emp. of India	Vancouver	C. F. R. Co	Aug. 14
Glenfarg	Japan	T. K. K.	Aug. 15

CHINA COAST METEOROLOGICAL REGISTER

July 31st, 1906, a.m.		Bar. Th. Hu.		Wind		Wr.	
Vladivostock	7 a.m.						
Nemuro	6 a.m.						
Hakodate	"						
Tokio	"						
Kochi	"						
Nagasaki	"						
Koshima	"						
Osama	"						
Naha	"						
Ishigakijima	"						
Chefoo	6 a.m.						
Wenhwa ei	9 a.m.						
Hankow	6 a.m.	29.77	84	96	SE	2	o
Kinkiang	"						
Shanghai	6 a.m.	29.71	85	80	S	1	o
Guthrie	"	29.71	84	91	SSE	1	cm
Sharp Peak	"	29.77	85	87	SW	3	b
Amoy	6 a.m.	29.79	81	96	SW	3	
Swatow	"						
Taihekou	5 a.m.	29.83				2	
Taichu	"	29.86					
Tainan	"	29.84					
Koshu	"	29.83					
Pescadores	"	29.82			SW		
Canton	9 a.m.	29.87	85	87	W	1	b
Hankow	10 a.m.	29.86	86	77	WSW	2	
Victoria	"				SSW	1	c
Cap Rock	"	29.85	85				
Yat ai	"						
Hoihow	9 a.m.						
Pakhoi	"						
Phulien	10 a.m.						
Touraine	"						
C. St. James	"						
Apariti	6 a.m.						
Manila	10 a.m.	29.92	84	77		0	o
Legazpi	6 a.m.					0	o
Manobo	9 a.m.					0	o
Iloilo	"	29.93	81		NW	0	o
Cebu	"	29.94	82			0	c
Labuan	"	29.91	86				

August 1st, 1906, a.m.						
Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m. 29 81	—	—	E	2	—

Place	Time	W	S	SW	SE	W	S	SW	SE
Kuokan	..	..	..	..	..	..	..	..	..
Shangha	.. a.m.	95	79	..	..	..	..	..	..
Guizhou	..	79	84	..	..	..	..	..	..
Sharp Peak	..	79	87	..	..	..	..	..	..
Amoy	6 a.m.	79	81	..	..	..	..	..	..
Suifu	..	79	81	..	..	..	..	..	..
Taihou	5 a.m.	79	73	..	..	..	..	..	..
Taihou	..	79	73	..	..	..	..	..	..
Taihou	..	79	73	..	..	..	..	..	..
Taihou	..	79	73	..	..	..	..	..	..
Kuokan	..	79	73	..	..	..	..	..	..
Pesadoes	..	79	73	..	..	..	..	..	..

Post Office.

A Mail will close for:—
 Moji and Salina Cruz, (Mexico)—Per *Albana*, 2nd Aug., 11 A.M.
 Swatow and Bangkok—Per *Rafaburi*, 2nd Aug., 11 A.M.
 Macao—Per *Huenerhan*, 2nd Aug., 1.15 P.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.	
Alta	at Kowloon Docks
Tartar	" "
America Maru	" Cosmopolitan
Wandsworth	" Aberdeen

SHANGHAI.

Fido Old D
Meiler International
Kansu New

Ship Passed The Canal,

4th July—*Silene* (Ger), *Sauvati* M
Dae of *Malva*, *Camisole*, *Siberian*, 6th
Bennet, C. Ford *Latis*, *Diamia*, 6th
Telmachus, 10th July—*Benaldi*, *Pilula*
Jas., *Scandia*, *Sikhonia*, *Dongala*, *En*
Frine *Etel* *Franda*, 14th July—*Bena*
Caledonia, *Malta*, *Peles*, *Radnorshire*, *P*
Maru, *Ching* *Wo*, *Pindar*, 18th July—*St*
las *Tiberkling*, *Preussen*, 19th July—*St*
Maru, *Afeda*, *Schindler*, 20th July—*St*
20th July—*minor*, *Saltum*, *Secolra*, 21st
20th July—*minor*, 25th July—*Aranda*
clench, *Oncania*, *Rhipcus*, *Sachsen*, 27th
27th July—*Hyson*, *Palawan*, *Polymerien*,
Maru, 1st August—*Andalusia*, *Bena*
Maru, *London*, *Loos*, *Zelen*, *Sevagambia*, &
Maru.

Arrivals at Home—4th July—*St*
P-Ing *Heinrich*, *Banauw*, *Urmas* *St*
St

Catcas, 6th July—*Ancistrus*, *Pezomachus*.
Indraguadi, 7th July—Ceylon, 10th
Anchises, *Moyuna*, *Sauviki* Maru. 1st
—Salasie, Siluta, Poona, 18th July.
Vondalla, C. Ferd Latins. 20th July—
Sithonia. 25th July—Bennider, Beni
Filinshire, Seneca, Tamba Maru. 26th
—Palermo. 27th July—Arcudia, Oce
1st August—C. Ferd Lactia, Tristia.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—*Per Yavona Mary*, 10th Aug., 3 P.M.
Manila—*Yc Zaifro*, 11th Aug., 10 A.M.
Europe, &c., India *via* Tutuorini—*P. Moldavia*, 11th Aug., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—*Per Taitayun*, 11th Aug., 3 P.M.
Keelung, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria and Seattle, Wash.—*Per Taitayun*, 11th Aug., 3 P.M.
Manila, Simpsonhafen, P. Wilhelmshafen, Herbertshafen, Malupu, Sydney and Melbourne—*Per Wilhelm*, 21st Aug., 10 A.M.
Europe, &c., India *via* Tutuorini—*Per Ernest Simons*, 21st Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—*Per Minnesota*, 7th Sept., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 pence for each half ounce, plus postage for the weight of the letter.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

The following may now be obtained at the General Post Office counter:—
Postal Guides, each 10 cents.

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one

VISITORS AT THE HOUSES.

HONGKONG.

Adams, P. R.	Hamphreys, W. M.
Anderson, Mrs. K.	Hunter, R.
Arnold, J.	Innes, Capt. R.
Bain, H. Murray	Jamesson, Mrs. J. W.
Barnd, Mr. & Mrs. J. C.	Jokl, J. P. F.
Bainston, A. R.	Joughin, J. C.
Battiscombe, H. G.	Kemp, Mrs. A. S.
Beattie, R. B.	Kuhlewindt, H. C.
Bell, H. N., Engr.-Lieut.	Langelenze, Mr.
H. F.	Logan, W.
Biervelt, A. Van (Vice-Consul for Belgium)	Marriott, Dr. O.
Birbeck, R. J.	McDonagh, W. J.
Blaney, S. J.	McGregor, Mr. & Mrs.
Bissell, W. S.	J. C.
Blair, R. J.	Moore, Dr. and Mrs.
Brighton, F. G.	W. B. A.
Campbell, L. F.	Moreno, A. (Consul General of Panama)
Carter, A.	Newborn, Mr. & Mrs.
Chichester, D. A. A. G.	R. H.
D. S. D., Valer, A. A.	Newington, A. G.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GU'NS.	L.H.P.	CAPTAIN.	LAST REPORTED AT
Argonaut	cruiser, 1st class	11,000	16	18,000	Commander E. M. La T. Leatham	Shanghai
Argonaut	cruiser, 1st class	4,100	10	7,000	Captain E. H. Smith	Hongkong
Bramble	river gunboat	700	5	900	Captain C. L. Vaughan-Lee	Hongkong
Bytomar	river gunboat	710	5	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Cadmus	sloop	1,070	0	1,300	Lieut.-Commander W. L. Bamber	Yangtze
Cherub	sloop	300	0	300	Commander H. du C. Luard	Hongkong
Clin	cruiser, 1st class	11,000	16	16,500	Commander H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Hakodate
Falcon	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Falcon	cruiser, 2nd class	4,350	10	7,000	Captain H. Grant-Dalton	Hakodate
Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	S. American Ports
Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henzler-Heaton	Hakodate
Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Hakodate
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Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Hakodate
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Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henzler-Heaton	

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED
Achéron	Armoured gunboat	1,796	10	1,700	Lieut. Faure	Haiphong
Adour	receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-depot	—	6	—	Commander Kérivel	Cape St. James
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Arsonade	river gunboat	—	—	150	Lieut. Millet	Saigon
Décidé	gunboat	645	10	1,000	Lieutenant Le Blanc	Chefoo
Désertes	cruiser	3,085	14	5,500	Commander Amet	Chefoo
Dupetit-Thouars	armoured cruiser	10,014	14	—	Capt. Lépissime de Saune	Saigon
Estrémou	sub-marine	—	—	—	Lieut. Coquelle	Chefoo
Franchette	destroyer	303	7	6,300	Lieut. Garreau	Chefoo
Fronda	destroyer	350	7	303	Lieut. de Saint-Seins	Chefoo
Guichen	protected cruiser	8,300	8	—	Capt. Tracou	Wosung
Gueydon	armoured cruiser	9,376	14	20,300	Capt. Ridou	Chefoo
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	300	6	308	Lieut. Le Coroller	Haiphong
Javeline	destroyer	307	7	300	Commander Sagot-Duvaltroux	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Simon	Haiphong
Lynx	sub-marine	—	—	—	Lieut. Armbruster	Saigon
Manche	surveying-ship	—	—	—	Commander Laporta	Baio d'Along
Montcalm	armoured cruiser	9,500	16	19,600	Capt. Martel	Chefoo
Mouquet	destroyer	307	7	6,100	Commander Terquem	Saigon
Olry	river gunboat	200	6	—	Lieut. Grellet	Chungking
Peiho	gunboat	—	—	—	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Saigon
Pléiade	destroyer	307	7	6,300	Commander Bertheaud	Saigon
Protée	sub-marine	—	—	—	Lieut. Glorieux	Hongay
Rapide	destroyer	307	7	—	Lieut. Vincent-Brédyne	Saigon
Redoutable *	battleship, reserve	9,437	8	6,071	Flagship and Rear-Admiral de Marolles. Commanding the local naval defence of Indo-China, Capt. Passerat de Silans	Saigon
Sabre	destroyer	307	7	—	Lieut. Hallier	Chefoo
Styx	armoured gunboat	1,790	10	1,700	Lieut. Duc	Saigon
Taklong	river gunboat	—	—	—	—	Upper Yangtsi
Vauban	receiving-ship	—	—	—	Lieut. Fougereousse	Hongay
Vétéran	torpedo-depot	—	23	4,500	Lieut. Brugnoa	Saigon
Vigilante	river gunboat	123	6	500	—	Canton

- * Flagship of Vice-Admiral Richard, Commander-in-Chief.
- † Flagship of Rear-Admiral Boisse, Second-in-Command.
- ‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
- § Flagship of Rear-Admiral de Marolles.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS:

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAYRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 21st August.
S.S. CALEDONIE... 4th September.
S.S. POLYNESIE... 18th September.
S.S. SALAZIE... 2nd October.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
SINGAPORE, CEYLON, AUSTRALIA, INDI-
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMER-
CAN AND SOUTH AFRICAN PORTS.)

T H & Steamship

"MOLDAVIA,"

Captain E. H. Gordon, carrying H. M.
Majesty's Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 11th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmara*, 10,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Moldav-
ia*, due in London on the 23rd September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th July, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

" " " "

20.00

" " " "

16.75

" " " "

20.00

" " " "

12.50

" " " "

10.50

" " " "

20.00

" " " "

13.75

" " " "

20.00

" " " "

16.00

" " " "

10.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c.,

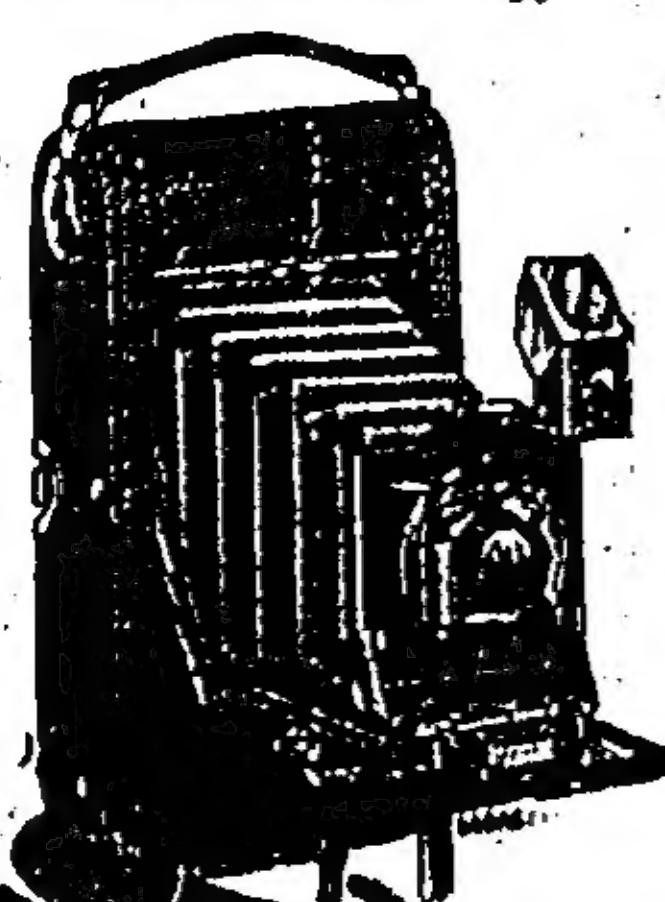
&c.,

&c.

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	\$1,000,000 \$6,930,000 \$20,000	\$1,695,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 =\$26.87 for 2nd half-year 1905	1 1/2 %	{ \$845 buyers { London 292 { \$47 cum call sa
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$150,000	\$73,099	\$2 (London 3/6) for 1905	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 £40,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$131,131 \$1,153,814 \$569,279 \$800,000 \$61,728 \$15,527	\$272,271	Interim div. of 1 1/2 for 1905	4 1/2 %	\$800 sa. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$15,527	\$50,734	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$26.6	\$34,018	\$2 for 1904	6 1/2 %	\$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$24	{ \$6,000 \$264,638	16,563	\$14 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$88,041 \$250,000 \$250,000 \$600,000 \$154,331 \$170,000 \$280,938	Nil	\$34 for year ended 30.11.04	7 1/2 %	\$46 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$250,000 \$600,000 \$154,331 \$170,000 \$280,938	21,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £280,938 \$2,000,000 £2,000,000	£24,212	10/- @ ex. 2/1 9/16=\$1.69	6 1/2 %	\$70 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 23,156	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 23,156	Tls. 23,156	Final Tls. 14 making Tls. 31 for 1905	6 1/2 %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,144 \$65,000 \$52,957	107,815	1/- (Coupon No. 6) for 1905	4 %	26/- 6d. buyers
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$5 \$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	1218	{ \$1.50 \$0.75 } for year ending 30.4.1906	{ 4 1/2 % 3 1/2 %	{ \$29 \$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 48,000 Tls. 81,200	13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$850,000 \$450,000 \$86,179	140,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	Dr. \$132,588	\$3 for 1897	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	Tls. 21 for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 £26,017	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none £18/10	G. \$90,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
De Beers Australian Gold Mining Company, Limited	{ 150,000 50,000	{ £1 £1	{ £1 £1	{ £4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	\$5
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$65,100 \$20,000	18,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	{ \$50,000 \$65,100 \$20,000	\$20,040	Final of \$31 making \$6 for 1905	5 1/2 %	\$106
London and Wharfedale Dock Company, Ltd.	10,000	£10	\$50	{ \$40,500 \$38,000	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$153
New Amoy Dock Company, Limited	10,000	\$47	\$47	{ \$38,000 \$1,000,000	\$2,221	\$1 for 1905	4 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 Tls. 57,605	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 91
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 57,605	Tls. 57,605	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 buyers
Yangtze Wharf and Godown Company, Limited	5,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$14,516	\$9,028	\$24 for year ending 30.6.1905	7 1/2 %	\$324 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none \$4,719	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none	\$4,719	7 % on \$74 for 1905	...	\$154 sales
Do. (Founders')	123	\$15	\$15	{ none	\$4,719	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £648,975 £24,071	\$619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ £24,071 £25,000	\$67,830	Interim div. of \$31 account 1906	6 1/2 %	\$114 ex div.
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ Tls. 25,000 Tls. 29,753	Tls. 1,935	Final of 6 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 \$200,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$200,000 \$50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	{ none \$170,000	\$574	\$24 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,933 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	£10	\$50	{ Tls. 170,000 none	\$772	Interim div. of \$2 account 1906	8 %	\$50 ex div.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456	Tls. 30,766	Tls. 8 for 1905	10 1/2 %	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £811	\$1,066	\$7 for 1905	8 1/2 %	\$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £811	\$866	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Nil	Nil	\$1 for 1904	...	\$8
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$1,219	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$1,000,000	\$1,219	62 cents for year ending 28.2.06	6 %	\$10 sa. & buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$2,864	\$1,219	80 cents for 1905	9 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$10,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$164
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	7 1/2 %	\$23 ex new issue
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$180,000 \$180,000	\$20,893	\$24 for year ending 28.2.06	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$2,568	\$2,568	50 cents for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$20,000 \$3,776	\$2,796	5 % for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 \$61,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 \$2,500	\$5,813	\$9 for 1905 on 50 shares	6 1/2 %	\$20
Maatschappij tot Mijn. Bosch en Landbouw-exploitation in Langkat, Limited	15,000	\$10	\$10	{ \$2,500	188	Final of 50 cents making \$1 for the year	11 %	\$9
Philippine Company, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,503 Tls. 27,053	Tls. 10,774	second interim div. of Tls. 7 1/2 making Tls. 15 so far 2/c yr. ended 31.10.06	10 %	Tls. 225 buyers
Shanghai Gas Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Horse Bazaar Co., Ltd.	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 130 ex d. s.
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 4,100 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai-Sumatra Tobacco Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,826 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 190,000	Tls. 1,432	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 190,000	Tls. 85,992	Interim div. of 15/- for 1-year 1906	...	Tls. 360 ex div.
Steam Laundry Company, Limited	6,000	\$25	\$25	{ none none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 278 ex div.
Hientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,205 Tls. 4,000	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ Tls. 15,205 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Do. (Founders')	100	\$10	\$10	{ \$25,000	\$752	70 cents for year ended 31.5.1905	7 1/2 %	\$9
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	5 1/2 %	\$180
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cis. for the year 1905/6	9 1/2 %	\$104
DIVIDENDS PAYABLE								
Hongkong Ice Co., Ltd.						\$4	75 cents	2nd August
Green Island Cement Co., Ltd.							70 cents	3rd August
United Asbestos Oriental Agency Co., Ltd.							\$9.50	9th August
do. (Founders)								do.
Shanghai Pulp and Paper Co., Ltd.							Tls. 5	6th August